Executive Safety Council

07 April 10

Agenda

- SPICE
- ASAP Review
- Airfield Construction ‘10
- Safety Summit Items
- VT-28 Mishap Debrief/Lessons learned??
- Upcoming events

ASAP Posture/Review 1/1/10 to 4/5/10

Total Reports– 8585 (not all reviewable)

Reviewed Reports – 913/988 – 92.4%

CTW-4 - 913 Out Of 988 Total => 92.4% Reviewed			
VT-27(76 / 76) 100.0%	VT-28(201 / 224) 89.7%	VT-31(376 / 410) 91.7%	VT-35(253 / 270) 93.7%

Survey Report For: CTW-4

The ASAP system and all data contained within is For Official Use Only - FOIA Exempt

☑ Combined Workgroups ☐ Instructor ☐ Student

Combined Workgroups

1.The briefed mission was performed within NATOPS, ORM, SOP, and tactical margins.[1040]

Strongly Agree	Agree	Agree Somewhat	Disagree Somewhat	Disagree	Strongly Disagree
88% (1880)	11% (233)	0% (9)	0% (2)	0% (1)	0% (1)

2.Were there any airspace deconfliction issues in your assigned operating area?(ATC,scheduling,midair potential,etc)[1180]

Yes	No
5% (91)	95% (1696)

☐ *Show Comments (69)* PDF Comments

3.Did you have any issues associated with runway construction or single runway ops?[1220]

Yes	No
7% (120)	93% (1682)

☐ *Show Comments (91)* PDF Comments

AIRFIELD PROJECTS

- PARKING APRON REPAIR – ST013-00 ($3.8M)
  - In progress. Estimated completion date of March 2010.

- APRON RECAPITALIZATION - MILCON P-448 ($3.5M)
  - Replace existing Asphalt apron with 12 inch concrete.
  - CBP egress and ingress has been considered.

- RWY 13L/31R OVERLAY – RM011-00 ($7.5M)
  - To be awarded NLT 30 Sep 2009.
  - Project will be phased to minimize impact on flight operations.

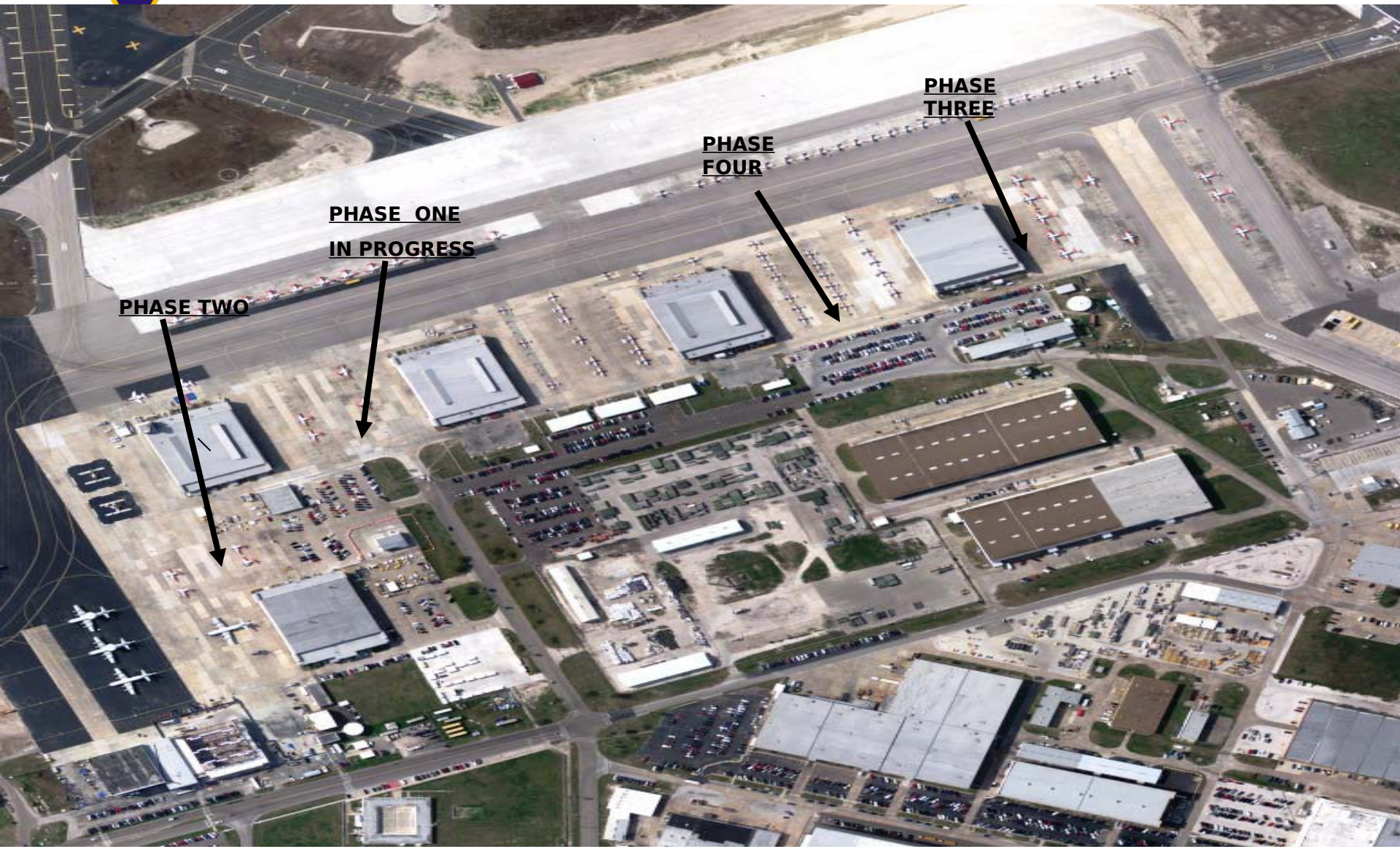
- TAXIWAYS YANKEE & ECHO REPAIR – RM004-04 ($3.5M)
  - Repairs to the taxiway will also be phased to facilitate ingress and egress points.

HISTORY

- Normal life of an active runway without major overhaul – 20 years
- Rwy 13L/31R - 1992 slurry seal applied (band-aid) – 17 years ago
- Rwy 13L/31R – 1984 was last major overhaul – 25 years ago
- Rwy 13L/31R – In Oct 2008, observed void which closed the rwy for 48 hours

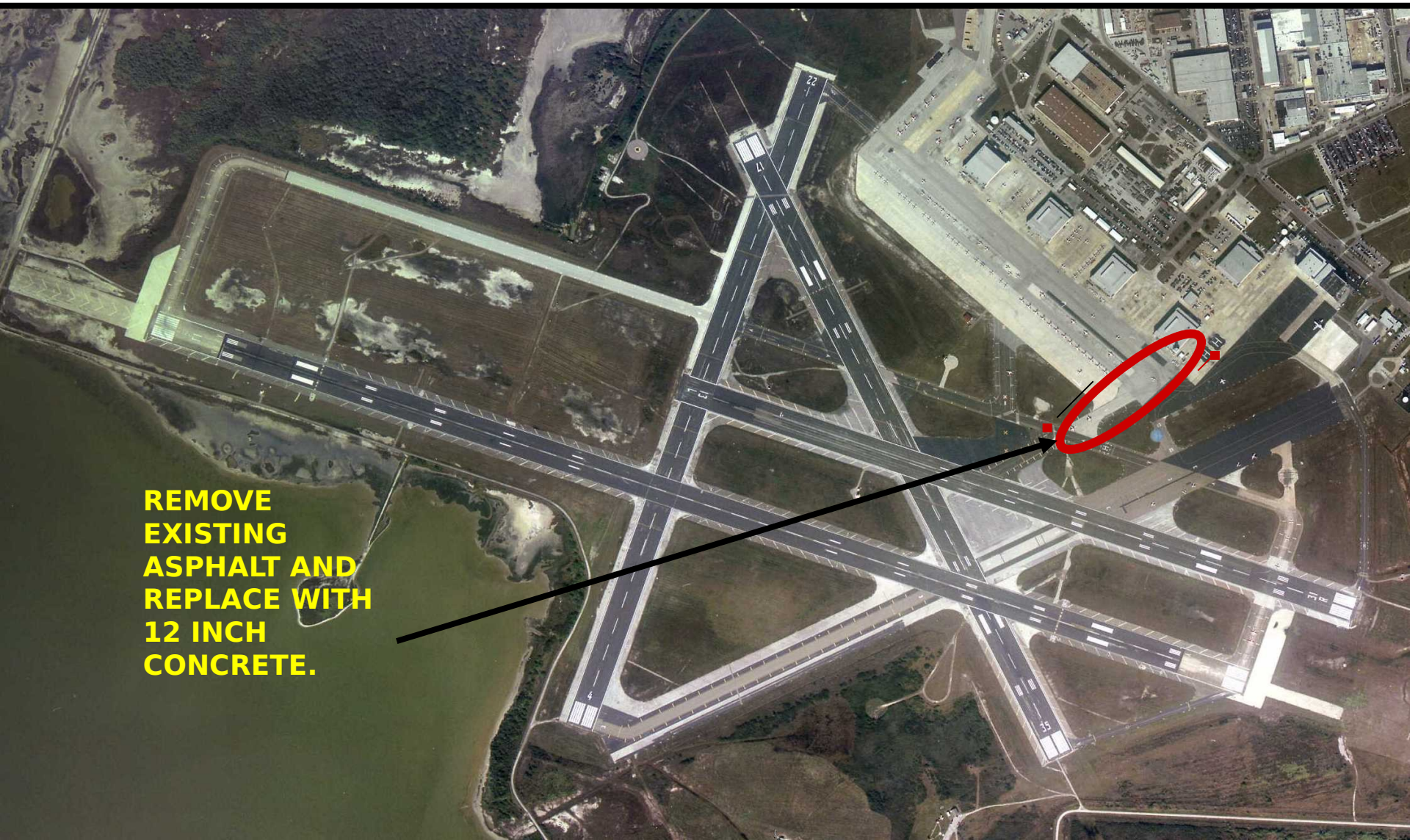
PARKING APRON REPAIR

IN PROGRESS WITH AN ESTIMATED COMPLETION OF MARCH 2010



MILCON RECAP

IDEAL DESIRE IS TO HAVE THIS PROJECT IN COINCIDE WITH SOUTH LINE APRON WORK.

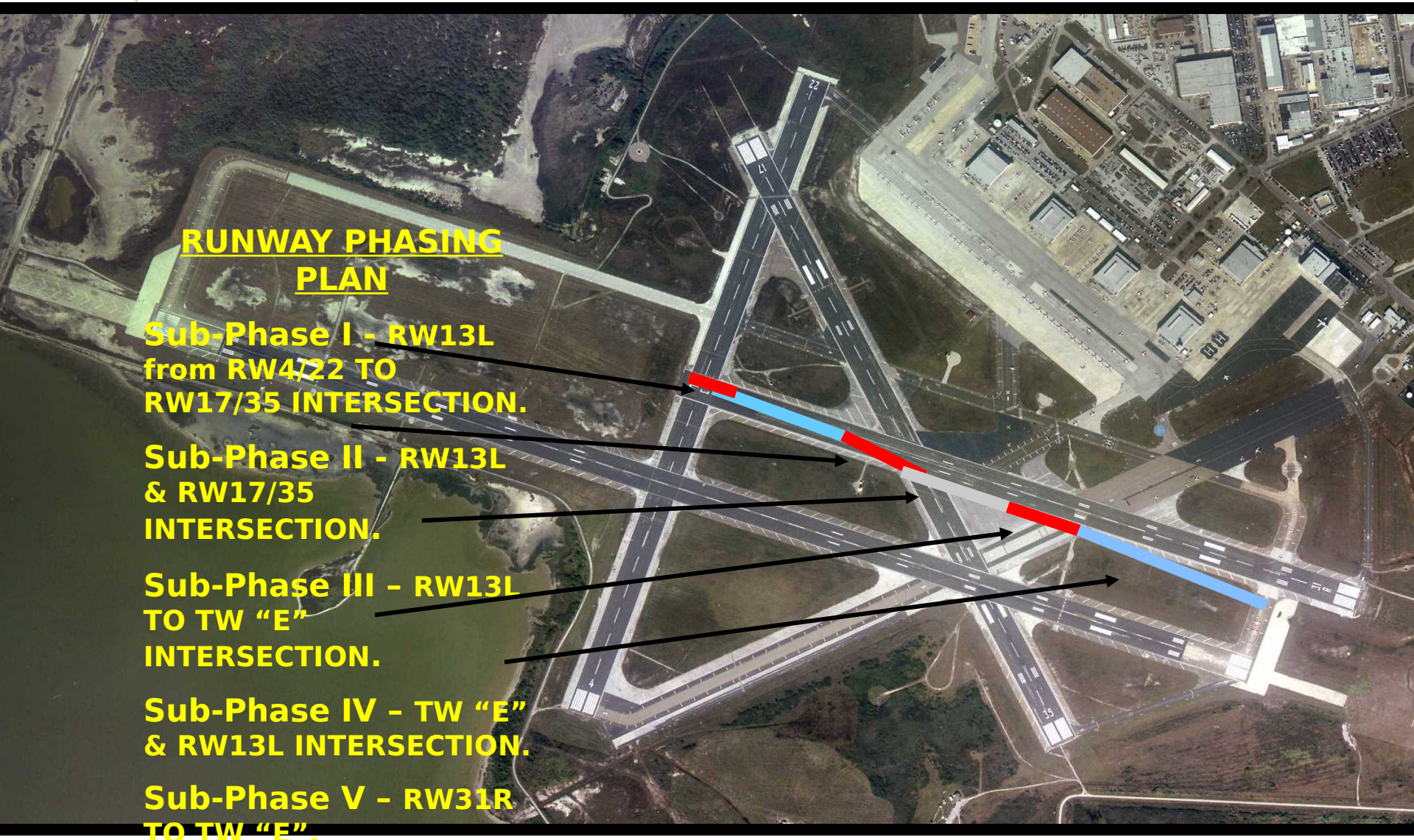


RUNWAY 13L/31R OVERLAY

PHASE 2 OF PROJECT PLAN IS TO COMMENCE WORK ON RUNWAY

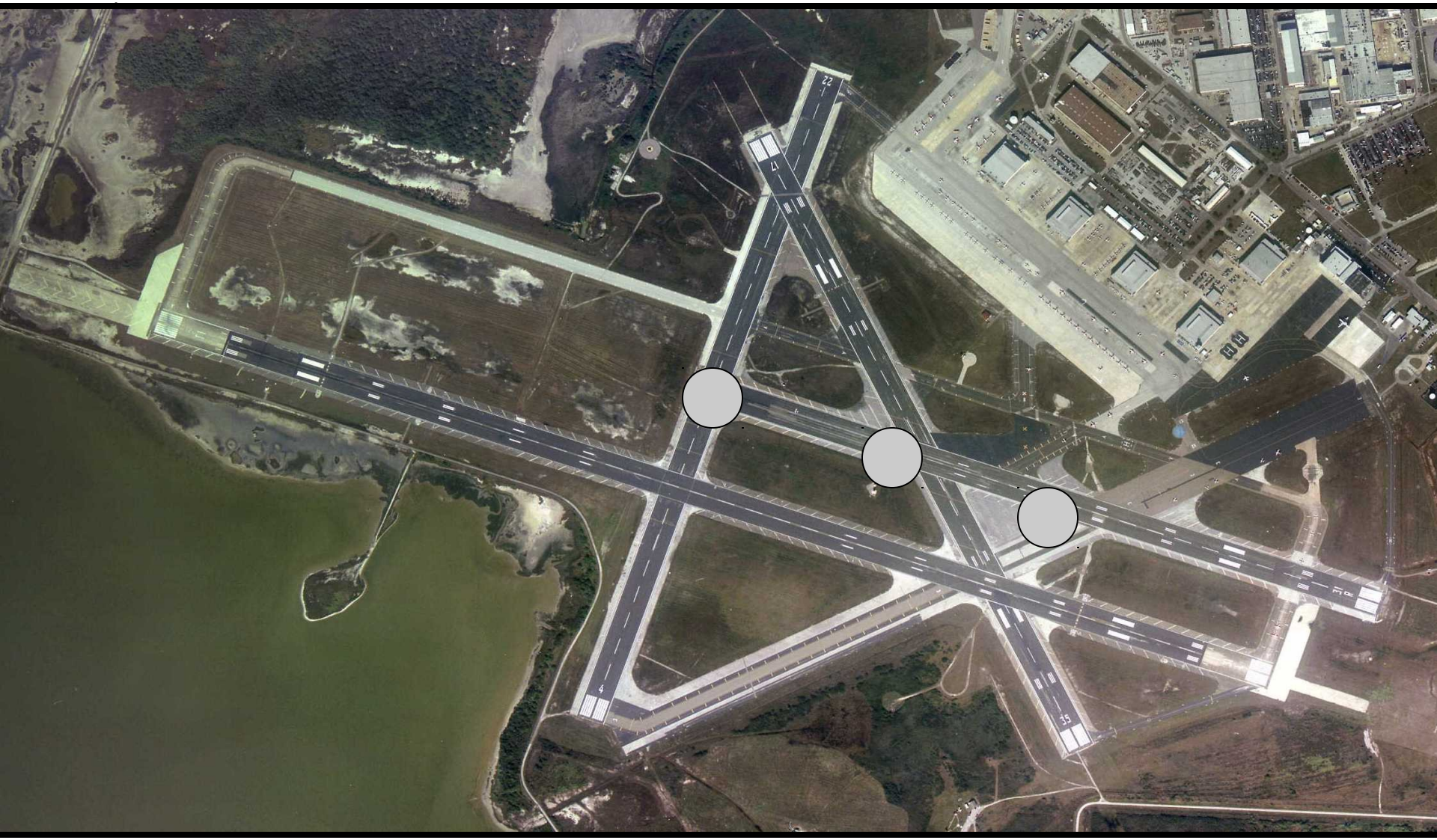
AFTER COMPLETION OF

TAXIWAY YANKEE, PHASE 1


RUNWAY PHASING PLAN
Sub-Phase I - RW13L from RW4/22 TO RW17/35 INTERSECTION.
Sub-Phase II - RW13L & RW17/35 INTERSECTION.
Sub-Phase III – RW13L TO TW "E" INTERSECTION.
Sub-Phase IV – TW "E" & RW13L INTERSECTION.
Sub-Phase V – RW31R TO TW "E".

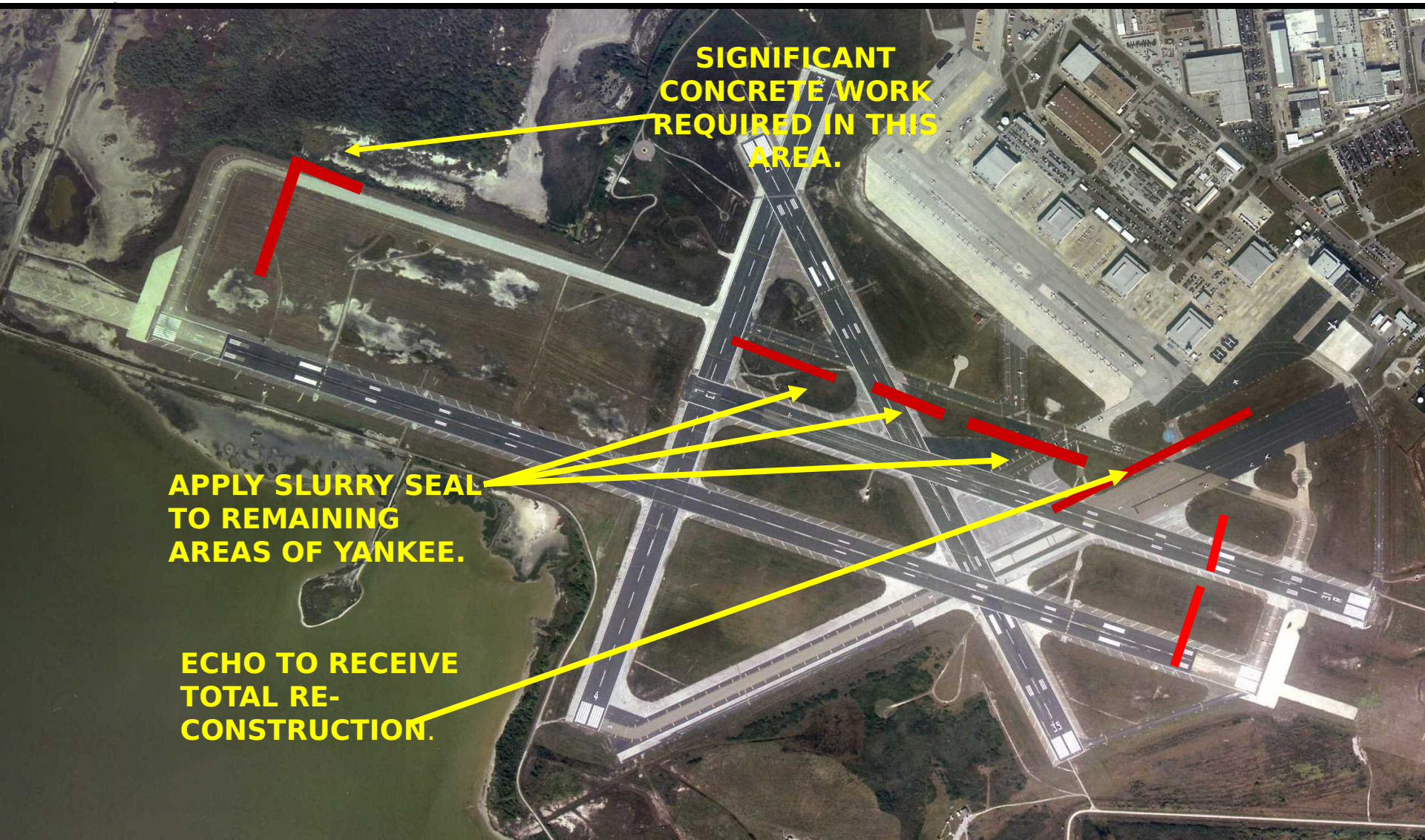
RUNWAY 13L/31R OVERLAY

PARTICULAR EMPHASIS ON COMPLETING INTERSECTIONS TO AVOID HAVING THREE RUNWAYS OFFLINE



TAXIWAYS YANKEE & ECHO

COMPLETE ALL WORK ON YANKEE (PHASE 1) PRIOR TO COMMENCING ANY WORK ON TAXIWAY ECHO (PHASE 3).


SIGNIFICANT CONCRETE WORK REQUIRED IN THIS AREA.
APPLY SLURRY SEAL TO REMAINING AREAS OF YANKEE.
ECHO TO RECEIVE TOTAL RE-CONSTRUCTION.

TENTATIVE SCHEDULE

PROJECT	JUL 09	AUG 09	SEP 09	OCT 09	NOV 09	DEC 09	JAN 10	FEB 10	MAR 10
APRON REPAIR PHASE 1 (ALPHA LINE)	■								
APRON REPAIR PHASE 2 (SOUTH LINE)		■	■	■					
APRON REPAIR PHASE 3 (DELTA LINE)					■	■	■		
APRON REPAIR PHASE 4 (CHARLIE LINE)							■	■	■
MILCON RECAP DESIGN		■	■	■					
MILCON RECAP					■	■	■	■	
RWY 13L/31R AWARD		■	■						
PRE-CONSTRUCTION MEETING & REVIEW		■	■						
DESIGN PHASE / PROCESS REVIEW			■	■					
MOBILIZATION OF MATERIAL AND EQUIPMENT				■					
PHASE 1. 13L UP TO 17/35					■				
PHASE 2. 17/35 INTERSECTION						■			
PHASE 3. 13L UP TO ECHO TWY							■		
PHASE 4. ECHO INTERSECTION								■	
PHASE 5. 31R TO ECHO TWY									■

TENTATIVE SCHEDULE

PROJECT	JUL 09	AUG 09	SEP 09	OCT 09	NOV 09	DEC 09	JAN 10	FEB 10	MAR 10
TAXIWAY YANKEE PHASE 1. CONCRETE WORK									
TAXIWAY YANKEE PHASE 2. SLURRY SEAL									
TAXIWAY ECHO. SLURRY SEAL									
TAXIWAY DELTA. JIONT REPAIR & SLURRY									

AIR ACTIVITY FOR PREVIOUS SIX MONTHS

RUNWAY 13L	RUNWAY 31R
35,045 OPERATIONS	1,981 OPERATIONS

CNATRA Safety Summit

The following questions were discussed during the presentation:

1. **Does the IUT program need to be weighted based on the incoming instructor's fleet community versus a one-size fits all syllabus?**

2. **Are instructors pushing the edge of the flight envelope to avoid boredom (e.g. how many different ways they can make an aircraft depart?)**

3. **Should safety standdowns be scheduled to get inside the battle rhythm set by frequency of mishaps?**

4. **Are junior instructors safer because they tend to be more conservative?**

5. **How do we make effective cultural change?**

6. **Would a robust academic training program that includes principles such as taxonomy of learning add value to FITC?**

Safety Summit Recommendations

RECOMMENDATIONS: From the Safety Officer group breakout session:

1. **Initiate a Commodore to IP discussion for all IP's at their mid-tour point to communicate a need for increased safety emphasis**
   - **Expansion of their comfort zone puts them at additional risk**
   - **Emphasize personal controls and ORM**
   - **Short duration (1.5 hours).Only among same T/M aircraft**
   - **Present recent HAZREP/ASAP/mishap information**
2. **Develop a CRM instruction for each CNATRA aircraft using the T-45 instruction as a model**
3. **Implement a Safety Officer of the Day program at the Wings to look at flight line and flight operations safety, and widely-distribute an end-of-day report**
4. **Ensure ASAP findings are shared at AOM's**
5. **Add an annual instructor safety flight that focuses on student errors and hazards of flight instruction**
6. **Cross-pollinate squadron standardization flights so that stan checks are flown with sister squadron IP's**
7. **Return IP's to the FITU halfway through their tour for additional refresher flights**
8. **Ensure variety in the scheduling of flight events to combat IP complacency**

Safety Summit Recommendations

From the executive breakout session:

1. **Institute formalized ASAP training**
2. **Establish requirement for MFOQA**
3. **Review flight procedures for unnecessary risk (example: T-44 single-engine training profile – conducted in landing pattern, but real-world maneuver would flown via a straight-in approach)**
4. **Keep emphasis on proactive programs such as BASH**
5. **Address IP's perceived pressure to get the 'X' by reducing emphasis on metrics such as hours/X which is a resourcing tool not a production standard**
6. **Review FITC/FITU curriculum**
   Consider model of teaching (do not want to become the USAF PIT however)
7. **Conduct a safety/standardization refresher during tour**
8. **Initiate a mentoring program that pairs senior O-3 IP's with junior flight instructors**
   Senior IP sets the example
   Goal is a cultural shift that assigns senior IP's more responsibility
9. **Adopt a formalized Time Critical Risk Management process to reevaluate risk in the face unplanned flight changes**
10. **Conduct short-notice standdowns to deemphasize production relative to safety**

Safety Summit

Admiral Sizemore provided the following comments and guidance in closing:

1. Capture and share best practices across wings; make accessible via a Safety website
2. Share Safety Summit discussions with Ready Rooms and open a frank dialogue about important issues
3. Follow up on Summit discussions to ensure ideas/message is sustained
4. Future summits at Safety Officer level may be conducted at regular intervals. Once a quarter, hosted by different wings
5. Develop ideas to chart way ahead based on summit notes. A summit follow up to be conducted virtually
6. Become passionate about keeping people alive – your passion will drive others

Upcoming safety events

- 05 May - ASC
- 21 May – VT-28 SSD/ Hurricane Season Brief
- 02 July – VT-35 SSD/ Hydration//